

Transit Development Plan Open House

Tuesday, July 17, 2012

City Council Chambers

Municipal Building

18 North Jackson Street

Janesville, WI

6:00pm

Agenda:

6:00pm – 6:30pm Open House

6:30pm – 7:00pm Presentation by Transit Consultant of existing conditions and research to date
(memo by Nelson Nygaard)

7:00pm – 8:00pm Question and answer and public comment period

MEMORANDUM

To: Dave Mumma, Terry Nolan
 From: Thomas Wittmann, Paul Lutey, Hazel Sher
 Date: July 9, 2012
 Subject: Draft Transit Development Plan Existing Conditions Report – Executive Summary

The Draft Existing Conditions Report evaluates existing transit services, demographics in the Janesville area, and provides a summary of initial community input. The information presented in the Existing Conditions report will form the basis for making recommendations for the Transit Development Plan.

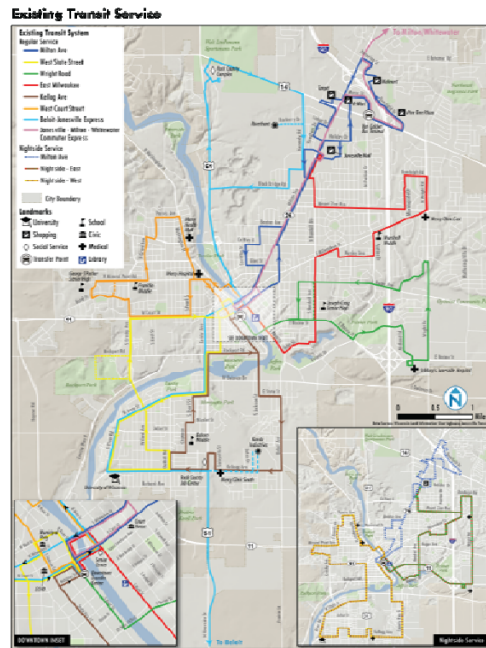
Existing Services

A detailed evaluation of existing transit services was conducted. Currently serving Janesville there are daytime and nighttime (referred to as Nightside) fixed route services, school trippers, and demand-response paratransit service. Regional service is also provided on the Beloit-Janesville Express (BJE) and express service connecting Janesville with Milton and Whitewater.

A key indicator of productivity, passengers per revenue hour, was calculated for all routes. Currently, the system average productivity is 16.0. The most productive routes in the system include the West Court, Kellogg, Milton and E. Milwaukee routes. Nightside productivity is between seven and eight passengers per revenue hour and the BJE is about 11.6 passengers per revenue hour.

Total annual ridership on the fixed route system has fluctuated over the past six years from a high of 530,000 passenger trips in 2006, to a low of 423,000 passenger trips in 2010. Ridership increased by about 7% in 2011 compared to 2010 figures.

The primary special needs transportation provider in the Janesville area is Rock County Specialized Transit (RCST). JTS contracts with RCTS to provide ADA (Americans with



Existing Fixed Route Transit Services

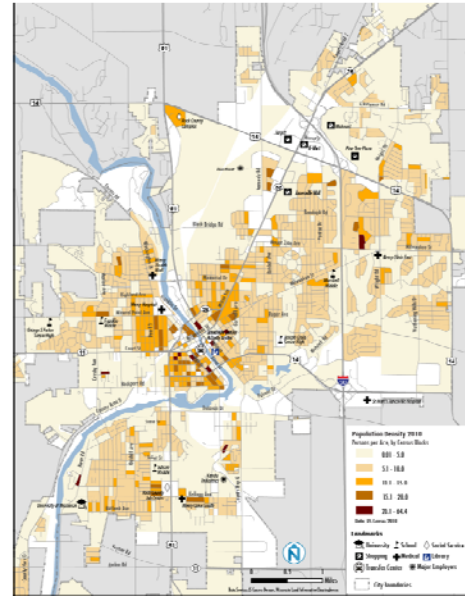
Disabilities Act) complementary paratransit services within the Janesville city limits and within a ¾ mile buffer of the BJE. Ridership on JTS paratransit services has increased by about 29% over the past five years and made about 6,400 trips in 2011.

In addition to the review of existing transit services, a number of historical planning efforts were also reviewed, including the 2005-2035 Long Range Transportation Plan, the previous Transit Development Plan, and the South Central Wisconsin Commuter Transportation Study.

Demographic and Land Use Characteristics

Certain demographic groups tend to use transit more frequently than the general population. As such, a demographic analysis was conducted that evaluated the following demographic groups:

- Population density
- Density of low-income households
- Senior (65+) density
- Youth (10-17) density
- Households without a vehicle
- Proportion of renters
- Employment data (where Janesville workers live and where Janesville residents work)



2010 Population Density

Community Input

An on-board passenger survey was conducted on all JTS services as well as on the Beloit-Janesville Express route. A total of 433 surveys were received, which is estimated to be about 57% of all individual riders on JTS. About 50% of existing rider households do not have a vehicle and only 24% said they had a vehicle available to them. While 55% of riders have been using JTS for more than 3 years, 24% said they have been riding for less than a year, which indicates that new riders are using the system. About 45% of riders said they have been using the bus more frequently than they did the previous year. About a quarter of existing riders would not have been able to travel if the bus were not available, which indicates a relatively high level of transit dependency. On the other hand, 31% said they would get a ride with a friend and 29% said they would walk if JTS were not available. Existing JTS riders are generally very happy with the service, with 93% of respondents saying that current performance of JTS was either good or very good. Riders said that by far the most important improvement to make was later service on Saturdays, though on-time performance was also important. If the city were not able to maintain existing service due to a lack of funding, existing passengers said that a substantial fare increase (\$0.50 or more per trip) was preferred to eliminating any services.

A total of 20 individuals were interviewed as part of the TDP. The stakeholder interviews were conducted to gauge the community's perception of transit and Janesville Transit System (JTS) in general. Based on these interviews, several key themes were identified:

- Overall, stakeholders have a very positive view of JTS
- The funding formula for the BJE needs to be evaluated
- Expanded service and service hours are necessary on some elements of JTS
- There is a good specialized transportation network in the Janesville area
- Access to and from the bus can be challenging, especially during inclement weather

Peer Review

A review of 13 peer systems were evaluated and compared to JTS. Eight of the peer systems are in Wisconsin and five of the systems are located elsewhere in the country. The data show that JTS tends to have lower numbers in relation to in state peers (with the exception of service area and route miles), and higher numbers in relation to out of state peers (with the exception of service area, vehicle revenue hours, and average fleet age).

Route Profiles

Detailed route profiles were conducted for all fixed routes in the JTS system (including the BJE). Detailed ridership and schedule adherence data was evaluated to better understand how each route is performing individually. A sample map and summary table is presented below for the Wright Road route.

At a Glance		
Weekday Boardings		61
Weekday Revenue Hours		5.6
Weekday Boardings per Hour		10.9
Saturday Boardings		19
Saturday Revenue Hours		4.2
Saturday Boardings per Hour		4.5
Weekday Schedule Adherence	On Time	79%
	Early	19%
	Late	3%
Saturday Schedule Adherence	On Time	56%
	Early	44%
	Late	0%
Frequency (minutes)	Mon-Fri	60
	Sat	60
Span	Mon-Fri	6:15am-5:43pm
	Sat	9:15am-5:43pm

